

Teen Association of Model Railroaders

HOTBOX

February, 1993

Issue #278



From the Desk of: Phil Michaels, Editor / HOTBOX

MEMO

Enclosed in this month's HOTBOX you will find a Minnesota Operation Lifesaver leaflet for you to enjoy, free from the TAMR. It's not much, but we hope everyone enjoys it. It's a helpful tool in helping to promote railroad safety. It is our job as railroad "followers" to help the railroads in any way we can, thereby producing a better relationship between railroad and railfan/modeler. Special thanks to the Burlington Northern Railroad Co. who provided them free of charge, and Brad Beaubien, who obtained them for us. Look for more Operation Lifesaver materials in the future.

In this day and age, I really am beginning to wonder which railroad is which. For instance, a typical day on the old C&O mainline from Detroit to Chicago in my town would include the following trains and locomotives:

Six CSX freights with CSX power of

various eras and paint schemes, such as Chessie System, Seaboard System, Family Lines, Seaboard Coast Line, etc; a lime train powered by Conrail engines such as SD40-2s, SD50/60s, or C40-8s, using cars that belong to CSX but lettered MMAX because they're on lease, some of which are freshly re-lettered CSX again; five to eight CP Rail/Soo Line run-through trains with CP/SOO SD40s/-2s, CP Alcos such as M630s, M636s, and C424s, SOO SD60s, in one of two paint schemes, and the trains themselves carrying a variety of international freight and container cars from around the world; a light movement of CSX C40-8Ws heading east to pick up a grain train at the Tuscola and Saginaw Bay Interchange; also TSBY GP35s pulling interchange cars into the siding; and maybe even some EMD SD40-2s for TSBY or a PL&E switcher going to Peaker Services in Brighton! Unbelievable! All this on a relatively overlooked and unknown mainline in Mich-

igan!

Add to this the various lease power running around, and everybody else's engines running on everybody else's railroads, and it makes it very difficult to know what's going on or even where you are. However, when we apply these kind of things to our model railroads set in the present day, we can really have interesting operations! It used to be that if you liked the Burlington Northern but wanted to model an area similar to your home town in the northeast, you couldn't do it realistically. But now, a Burlington Northern would fit right in in a northeastern town running off horsepower-hours. Be creative with your model railroad, and don't let anyone tell you that you must do something a certain way. Creativity and the expression of you, the artist, is much more important than being "realistic". Besides, what isn't realistic now-a-days?

Building A Layout On A Shoestring Budget

Want to keep your neighbors and businesses from encroaching on each other? Want to dispose of those boundary disputes? Then fences are the solution to the problem, and here's how to make some for your railroad pike.

One of the simplest ideas is roadbed. Yes, roadbed! Hopefully, you should have some scraps left over from any tracklaying work you've done. Like most, you always have more than you needed, but instead of pitching it, try this:

To create a stone wall, you need to cut off the beveled edges of the roadbed. Then proceed to trim it down to about the size wall you need. This may vary, especially between scales.

Then just glue it in place. It may need anchors of some type until it dries. When it is dry you will have an impressive stone wall.

Now here's a way to imitate chain-link fences:

First, get some old screening and evenly cut it to the height that you desire for your fence. N-scalers could then add some silver or grey colored spaghetti noodles to be used for the framing. The important thing in all of this is to be patient. You may have some problems at first, but your work will definitely be rewarded with the outcome. Besides, it will keep out any unnecessary trespassers on your railroad or business property.

That raps it up for this month. Next month we will start to add a little bit more detail to your N-scale railroads with the "amazing" spaghetti noodle [For more on the spaghetti noodle see the November 1992 HOTBOX. Back issues are available for \$1 each, Issues #239-277---Ed.]. As always, I like to hear hear any questions or ideas you have.

Peter Maurath
3119 W. 100th
Cleveland, OH.
44111

Railroad Trivia Question:

Where was the first railroad in the United States? Answer next month.

February, 1993

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On the Cover:

Once again the HOTBOX is the first to bring you the latest events in rail-roading and modeling. In this case, the collision of a Southern Pacific freight with a Burlington Northern train in suburban Aurora, Illinois, west of Chicago. The accident involved two CSX locomotives, GP40-2 6077 and SD40-2 8444 as well as BN SD40-2 7072 and several SP and Cotton Belt engines. The accident happened in mid-January, one person was killed; the conductor of the SP train. The BN train had moved out on the main-line without permission and was almost stopped after applying its brakes when the SP hit it at about 25mph, around 1 a.m. (Courtesy Chicago Sun-Times; photo by: Rich Hein; obtained from: Chris Wagner.)

TAMR HOTBOX

Official Publication of the
Teen Association of
Model Railroaders

The HOTBOX is issued monthly, for twelve issues per year, with a special mailing of the TAMR Directory of Members in May.

Dues for membership in the TAMR are as follows:

Regular(21 and under).....	\$15.00
Associate(Over 21).....	\$18.00
Overseas(Outside N.Amer.).....	\$20.00
Sustaining(Reg. or Assoc.).....	\$20.00

Please address all renewals, membership applications, and address changes to the TAMR Secretary.

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Guidelines for Submissions:

Style, content- Your own writing style is fine with us; remember, you are among friends. Do you have grammar trouble? Let the editors worry about that. The ideas of what you write are what is important. As for content, we will accept almost anything on modeling, painting, scenery, electronics, layouts, and the prototype. Just make sure that it will be of interest to a majority of readers.

Typing- Typing is not required, as most everything we receive is retyped into a computer. But it will save the eyes of the editors, so please do so if you can.

Artwork- All drawings and artwork are preferred to be done in black ink, but it is not required. Please send two copies if possible.

Photos- Black and white photos generally work best, but color prints will come out fine also. Photos taken in low light just don't print well, so try to send brighter photos. Also, make sure that they have good contrast. Please send caption material with your photos. Caption material should include the location, date, and any other essential information.

Next Month:

If I am not able to print all the regular columns every month, don't be surprised. The columns usually help to sustain the HOTBOX material. They are very helpful and useful and I thank all of our dedicated columnists who consistently contribute their articles every month. However, it sometimes makes it difficult to print other non-column articles that come in. Next month will be part 3 of the PC&S as well as other interesting articles.

Submissions

The TAMR HOTBOX depends almost entirely on its readers for its material. If you have articles for publication or want to respond to one of our columns, send them to the following people:

Modeling Tips.....Mike Yan
TAMR Clinic.....John Reichel
The Traction Motor..... Zachary Gooch
All other submissions.....Phil Michaels

The Lake Superior

(Part 2) By: Jeremy Amundsen, TAMR President

This article is continued from the January, 1993 HOTBOX.

The majority of the raw ore from the Marquette Range is mined from open pits. Pellet plants, which produce on a year long basis, refine and pelletize the raw ore. During the closed period of navigation, pellets are stored in stockpiles at the plants and later loaded by large power shovels during the following navigation season. During the normal shipping season the daily production of the pellet plant is loaded directly into hopper cars for transporting to the company dock at Marquette or for interchange shipment to the Lake Michigan port of Escanaba with the Chicago and North Western Railroad. To complete the annual iron ore shipments before freezing weather arrives is desirable but seldom accomplished, due to individual customer needs and the utilization of the vessels for hauling of bulk commodities other than iron ore. Temperatures frequently drop well below the freezing mark in early November and mixed with snowfall, the pellets will freeze when left in the dock pockets for a period of time. When this situation occurs, a specially built railroad car, called a steam Jenny, is switched to the top of the dock and a jet of steam is directed into the individual pockets to loosen the pellets and to run directly into the cargo hold of a waiting vessel.

Equipment

Ore cars are of standard size for dock use, having 24 foot centers corresponding with the dock pockets that are 12 feet in width, and in turn, with the hatches in the ore vessels. Ore car capacity is rated at 50 to 90 tons. The

average content for all ore cars loaded in 1976 was 70.5 long tons per car.

Rolling stock and equipment now consists of 2,164 freight cars, of which 2,028 are all steel ore cars; 443 are of 50 ton capacity, 1,341 are of 70 ton capacity, 60 are of 90 ton capacity, and 184 are of 85 ton capacity. The balance of the freight cars is made up of box, gondola, and flat cars. The locomotive roster is as below:

Road#s	Model	H.P.	Built
1604,08	RS3	1600	Alco,1950,54
1801-04	RSD12	1800	Alco,1956-63
1850-53	RSD12	1800	Alco,1956
2300-04	U23C	2300	GE,1968-70
2400-05	RSD15	2400	Alco,1959
2500,01	U25C	2500	GE,1964

TOTAL: 23 units
16 Alcos, 7 GEs

Operations

The tonnage that trains handle is governed by a westbound maximum grade of

1.63% from the ore dock terminal to the mines. The longest grade runs 8 miles, the average grade is 1.5%. A westbound train will normally consist of 110 empty ore cars hauled by to 2 to 3 locomotives coupled in multiple series. In 1897 the contents of the first trainload of ore was 900 long tons, now with present equipment, 7,200 long tons per train can be handled, for a net increase of 6,100 long tons per train, or 677%.

Since 1929 with the advent of the automobile, passenger business has disappeared. Trains on the L.S.&I. Railroad no longer handle passenger traffic of any kind. The same situation holds true for railway express business that once played a part on the railroad.

Railroad conditions and methods are constantly changing, the extent of which is not often realized by those not connected with railroad operation. The railroad has been practically rebuilt and re-equipped over earlier standards. Wooden ore cars of 30 ton capacity have been replaced with steel ore cars of 50 to 90 ton capacity. Steam locomotives have been scrapped or sold and replaced by diesel-electric locomotives. The



Lshpeming Railroad

Photo: Eric Boone, TAMR Auditor

wooden ore dock became obsolete and was replaced with the one of steel and concrete. Just recently a 3-year program to strengthen the ore dock foundation by driving 50 foot steel sheet piling adjacent to the dock fender was completed. This will enable the dredging of a deeper shaft for the boat slips on either side of the dock to accommodate the large bulk carriers being commissioned for service on the Great Lakes. Some wood bridges were replaced with those of steel to carry heavier locomotives and trainloads; short spans have been filled in with corrugated pipe for less maintenance. Rock ballast has replaced previous cinder, sand, and gravel material on the roadbed.

The former repair shops at Presque Isle have been moved to a new location at Eagle Mills for greater efficiency and closeness to the various pellet plants. Actual construction of the new shops began in the fall of 1976 and the

structure was formally accepted by the railroad in February 1978. The property vacated at the Presque Isle site made possible the construction of the Ship Unloading Facility. Heavier rail, up to 132 lbs. in weight, has been laid in the mainline segment from Marquette to Eagle Mills, this in order to meet heavier traffic.

The Present L.S.&I.

Throughout the many years of service to the Marquette Range, all underground ore mines served by our railroad have suspended operations for various reasons, some due to the ore deposits having been depleted. Meanwhile, new properties with low grade deposits of iron ore have been developed through the advent of the pellet process and expansions of some plants underway. Predictions state this should double or triple

present day pellet production.

At present it serves 3 pellet plants managed by Cleveland-Cliffs Iron Company (The owner of the L.S.&I.); also 10 major industries and numerous small shippers. The forest products business has been greatly depleted but there are still some small sawmill and logging operations located along the line.

The railroad connects with three other railroads at five interchange points that permit us to reach industries located on other railroads. Commodities originating on the L.S.&I. are shipped everywhere in the United States, Canada, and Mexico.

The L.S.&I. is not large compared with other railroads in the country, but its growth and volume of tonnage transported is substantial. Its facilities are kept modern so that business is handled with economy and dispatch.

The Portlock, Coalton, & South

Welcome back to my series on the Portlock, Coalton, and South. In this part, we will examine the locomotive purchases of the PC&S from the 1920's up to 1992. A major resource in the development of this roster was Bill Darnaby's article in the May 1991 Model Railroader. This article helped me a great deal while I was developing the PC&S roster, particularly in the steam era. I recommend it to anyone who is developing their own engine roster.

The oldest PC&S steam still in use after World War II were the USRA light 2-8-2 and 4-6-2 copies, classes J and P, respectively. The Js were delivered between 1922 and 1925 while the Pacifics came in 1923 and 1925. Class C 2-8-0s

that remained had been built in 1927. The earlier Consolidations had been rebuilt into Class L 0-8-0 switchers in 1936. The F1 heavy 2-10-2s also came in 1927.

The PC&S did not receive any more steam power until 1934 when the H1 0-10-0s were delivered. The H2 class followed in 1935, along with the F2 2-10-2s. The L3 0-8-0s came in late 1936. More 2-10-2s came in 1937, as well as the first 2-8-4s. These, along with the 1938 4-8-2 Mountains, were intended to supplement and eventually replace older engines from before World War I. In 1939, the last 2-10-2s were delivered along with more 2-8-4s. More 4-8-2s and 2-8-4s came in 1940 and 1941.

In 1942, the PC&S rebuilt some locomotives with modern appliances, including front-end air pumps, shields with radiators, and roller bearings. These were the F, M, and T classes of engines, which could be identified with a small "a" following their class number. The last of the World War I-era engines, worn out by the war, were replaced in 1944, 1945, and 1946 by more class M 2-8-4s and new S-class 2-6-6-4s built by the Norfolk and Western. These engines came equipped with modern appliances and were the last PC&S steam power to be scrapped.

The PC&S's first diesels were an A-B set of FTs delivered in late 1945. These experimental diesels were put

through road tests and operated for several years until being sold in 1949 to raise cash for new F3s. After the FTs, the PC&S bought switchers from EMD, Alco, Baldwin, and Fairbanks-Morse in 600 and 1000 horsepower when available. These 1946 diesels totalled 60 units.

In 1949, the PC&S ordered 50 F3s, the last 25 of which were delivered as F7s. PC&S also ordered 10 1000 h.p. switchers from Lima. In 1950, 20 E8 cab units arrived, as well as 50 GP7s. More diesels arrived in 1951, in the form of GP7s, RS3s, AS16s, and H-16-44s. The GP7s were equipped with boilers to supplement the passenger fleet of E8s. During this time, the 2-8-0s, 2-8-2s, 4-6-2s, 0-10-0s, and most of the 0-8-0s and 2-10-2s were scrapped.

In 1953, more F-Ms arrived, H-20-44s and H-24-66s, twenty PA3s from Alco were delivered, and the PC&S received S4 and SW9 switchers from Alco and EMD. The last of the 2-10-2s and 0-8-0s were retired, along with the earlier 4-8-2s and 2-8-4s. 1956 saw the arrival of RS11s to replace the 4-8-2s and 2-8-4s left from before World War II. In 1959, GP18s and GP20s were delivered to replace the last 2-8-4s and 2-6-6-4s. SW1200 switchers came from EMD to replace the Lima switchers.

In 1963, the PC&S received its first GE diesels, U25Bs. GP35s from EMD also arrived at this time. All the F-units were traded in on these new units. Four years later, U30Bs and GP40s replaced older F-M and Baldwin road switchers. The Es and PAs were retired and passenger service was discontinued. In 1969, most of the original PC&S switchers were retired, except for the EMDs. The 1950 GP7s and remaining F-M and Alco road units were retired in favor of more GP40s, U36Bs, and U23Bs.

In 1972, fifty GP40-2s were delivered to handle an increase in traffic. Most of the older switchers were traded in on SW1500s and MP15DCs in 1974 and 1975. The GP18s and GP20s were retired in favor of GP39-2s. The 1963 U25Bs and

PC&S Steam Roster as of June 1, 1946:

<u>Cls Model</u>	<u>Blt. #</u>	<u>Road#s</u>	<u>Scrp. Re#ed</u>
C3	2-8-0	1927 40	301-340 1949
F1a	2-10-2	1927 10	501-510 1951
F2a	2-10-2	1935 15	511-525 1951
F3a	2-10-2	1937 30	526-555 1951
F4a	2-10-2	1939 20	556-575 1953 261-80
H1	0-10-0	1934 10	731-740 1951
H2	0-10-0	1935 20	741-760 1951
J1	2-8-2	1922 10	401-410 1950
J2	2-8-2	1926 25	411-435 1950
J3	2-8-2	1928 25	436-460 1950
L1	0-8-0	1924 10	701-710 1949
L2	0-8-0	1929 10	711-720 1949
L3	0-8-0	1936 20	761-780 1953 671-90
M1a	2-8-4	1937 10	101-110 1953
M2a	2-8-4	1939 15	111-125 1953
M3a	2-8-4	1941 25	126-150 1956
M4	2-8-4	1945 45	151-195 1959
M5	2-8-4	1946 30	196-225 1959
P1	4-6-2	1923 10	341-350 1950
P2	4-6-2	1925 10	351-360 1950
S1	2-6-6-4	1944 5	226-230 1959
S2	2-6-6-4	1945 10	231-240 1959

PC&S Diesel Roster as of June 1, 1992:

<u>Model</u>	<u>Bldr.</u>	<u>Class</u>	<u>h.p.</u>	<u>Built</u>	<u>Qty.</u>	<u>Road#s</u>
SW1500	EMD	E15B	1500	6/74	20	1001-1020
MP15DC	EMD	E15Ba	1500	8/75	10	1021-1030
SD40-2	EMD	E30C	3000	3-5/80	40	3131-3170
C30-7	GE	G30C	3000	6-8/80	40	3171-3210
GP40-2	EMD	E30Ba	3000	9-11/80	40	3211-3250
B30-7	GE	G30Ba	3000	1-3/81	40	3251-3290
GP39-2	EMD	E23B	2300	4-5/81	20	2111-2130
B23-7	GE	G23Ba	2300	6-8/81	20	2131-2150
GP15T	EMD	E15Bb	1500	3-4/83	20	1031-1050
GP7m	EMD	E15Bc	1500	11-12/83	40	1051-1090
U36Bm	GE	G36Bm	3600	11-12/83	10	1091-1100
U30Bm	GE	G30Bm	3000	11-12/83	10	1101-1110
C30-7	GE	G30Ca	3000	1-2/84	30	3291-3320
B23-7	GE	G23Bb	2300	3-4/84	40	2001-2040
C36-7	GE	G36C	3600	5-6/84	40	5101-5140
GP40-2	EMD	E30Bc	3000	7-8/85	30	3321-3350
SD50	EMD	E35C	3500	9-11/85	40	5141-5180
C39-8	GE	G39C	3900	1-3/86	40	6001-6040
C39-8	GE	G39Ca	3900	4-7/86	70	6041-6110
C39-8	GE	G39Cb	3900	8-11/86	70	6111-6180
SD60	EMD	E38C	3800	8-10/90	40	7001-7040
SD60	EMD	E38Ca	3800	1-3/91	30	7041-7070
B40-8	GE	G40B	4000	2-4/91	40	8001-8040
GP59	EMD	E31B	3100	6-8/91	40	3351-3390
B40-8	GE	G40Ba	4000	8-11/91	70	8041-8110
B40-8	GE	G40Bb	4000	2-5/92	40	8111-8150
<u>Total:</u>					<u>920 Locomotives</u>	

<u>Cls Model</u>	<u>Blt. #</u>	<u>Road#s</u>	<u>Scrp. Re#ed</u>
S3	2-6-6-4	1946 20	241-260 1959
T1a	4-8-2	1938 15	801-815 1953 281-95
T2a	4-8-2	1940 25	816-840 1956 296-320
<u>Total:</u>			<u>465 Locomotives</u>
*Note: Re#ed units were re#ed in 1951.			

GP35s were traded in on U30Bs and U36Bs in 1976. In 1980 and 1981, SD40-2s, GP40-2s, GP39-2s, C30-7s, B30-7s, and B23-7s were delivered to the PC&S.

Many of the GP7s have suffered component failures by 1983, so the PC&S bought twenty GP15Ts from EMD to supplement the light roadswitcher fleet. Later that year, the PC&S embarked on a major reconstruction of some locomotives, resulting in the return of the GP7s and the addition of U30B and U36B locomotives to the ranks of the switchers at the Norfolk coal piers. More GE units came in 1984 and more EMDs in 1985. C39-8s arrived in 1986 to handle an increase in coal traffic. SD60s arrived in 1990 and 1991, along with GP59s and B40-8s.

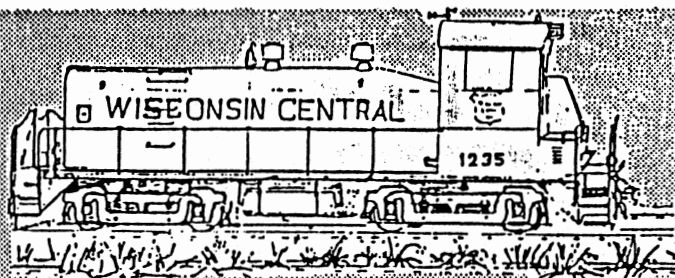
More B40-8s arrived last year to handle new double-stack intermodal trains. The 1980 SD40-2s and C30-7s were expected to be replaced by C40-8s late last year (These units are rumored to be headed to an unknown regional railroad).

That's all for this month. Next month, I will show you how I plan to model the PC&S in HO scale. I will also give you a glimpse of what the future holds for both the model and prototype Portlock, Coalton, and South.

---David Thompson
 TAMR Secretary

Train

Orders



Train Orders returns this month, after a one-month absence. First we have a letter dated December 1st, 1992 from Mike Grondz, a TAMR member:

.....I am 13, and I have enjoyed model railroading for the last two years. Until recently I had a small 4x8 layout. But it didn't seem real; it looked like a Bachmann train set with a few poorly constructed buildings. So I put everything I could save into boxes.

I am definitely ready for some serious model railroading. The only problem I have run into is that I can't decide on a track plan. So if any TAMR member has a plan for a 4x8 layout, please send it to me. Any plan will be greatly appreciated and accepted.

10191 Forest Lakes Dr.
Middlebury, IN. 46540

Next is a letter I received last month from John Wilson, describing the railroad action in his area, which I thought was interesting:

The railroad action around here is fair. I live four houses down from a Conrail branch going to Elkhart, Indiana.....I have seen a unit train four times. The unit train has the new bathtub hoppers which are not painted. They are silver (aluminum) with a yellow octagon saying HOPX. I have been wondering about the train. The last time I saw it it had a C40-8 and an SD40-2. The other times it had a pair of GE's and it also once had a pair of GM's.

This letter was addressed to TAMR members from Bob Maitino, an associate member who recently renewed his membership:

Better a very late renewal than never. We moved twice in four months, yet each time remained a freight train away from one of two branches of the SP northbound out of Los Angeles. Before the moves we also heard Amtrak; now instead, we hear commuter horns and a crossing bell.

I want to very belatedly thank John Reichel for a good time last summer when a whole bunch of knowledgeable model railroaders got together in his basement and talked shop. He was a great host and is someone who gives me inspiration about this hobby. Thanks John.

Color me light green in experience in model railroading, but possibly red with respect to my collection of HO brass traction and my thoughts about the possibilities of getting people involved in model railroading.

Questions: Do you know of any club or museum narrating the action of their railroad while it runs for the public? Do you know of any city-sponsored or related boys/girls clubs in which there is an active layout?

I ask these questions because, 1) young people need good activities after school and on weekends; 2) as a part-time storyteller in local libraries, it is obvious to me that the possibilities for great life being brought out of a good club or museum based layout are enormous; 3) on two occasions I asked a blind man in his 20's about model railroading and each of them thought that it would be great for the sight-impaired.

Now that model railroading has become a high priority and I have the space to build a layout instead of just thinking about it, now is the time to get going, get active, and have what I consider real fun at "what if..." with

model trains. What do you think? What have you seen?

22603 Cardiff Dr.
Saugus, CA. 91350

Lastly, a letter from Matt Bedford:

First thing I would like to say is that I'm glad to see the TAMR on its feet again. When I joined in April of 1991 it took nine months for my first HOTBOX to reach my mailbox. I had even forgotten that I had joined. So I would like to thank all of you who have helped put the TAMR back together, especially John Reichel and Phil Michaels who have spent long hours for our organization; needless to say they have done a great job [So have the other officers---Ed.].

Next I have a suggestion. To put it simply we need a suggestion box in the HOTBOX. If someone has a suggestion we can print it and see if someone responds to it. If people responded we could give the idea a try. It would be a good way for members to express their ideas about the HOTBOX and the running of the organization.

Third, I am considering building a small, lightweight layout for the TAMR/NMRA convention in Valley Forge, PA. I was wondering if the TAMR Convention Committee needs to know ahead of time. One more thing is, which would be the best way to pack a layout for the trip to Valley Forge if I was going to fly?

Thanks for the compliments, Matt. If anyone has suggestions they want to print, write them to me and I will print them in Train Orders. For more info. about the layout, write to Jeremy Amundsen, TAMR President. I think having a layout would be great!

T.A.M.R. News

From the Desk of David Thompson,
TAMR Secretary:

In the month of January, TAMR received three renewals and four new members. The renewals came from Andy Crow, Stefanie Greenwood, and Bob Maltino. New members in the TAMR are Brian Bingham, Taylor Archer, Jessea James, and the Twin Cities Model Railroad Club. Regional Reps: add these names to your mailing lists. If anyone out there needs membership forms with my new address, let me know and I'll send you some.

New TAMR Members:

Brian Bingham Jessea James

Taylor Archer Twin Cities Mod.R.R Club

Next, I'd like to announce that the promotional department had a new manager to take over for Newton Vezina. I would also like to take this time to greatly thank Newton Vezina for the years of tireless energy and time he has put in for the TAMR. He is an example that all TAMR members, regular and associate, should follow. He has been an endless stream of support for the TAMR, and has done more in the way of promotion than any other member I've ever known. Newton, for all the TAMR, I thank you for your years of service.

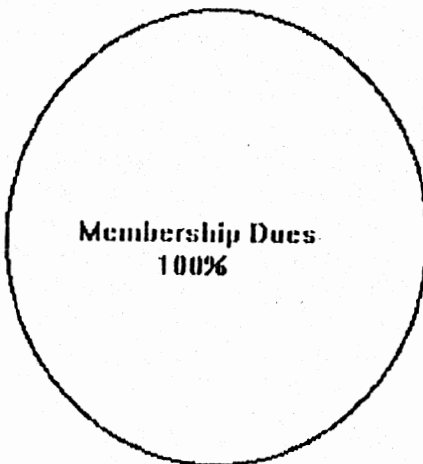
Newton will still stay on board to help TAMR in all the ways he can, and I am sure that he will continue to be a great help to all. But now, the Promotion Department has been passed on to a relatively new, but already involved,

TAMR member. Chris's address is on page three if you want to write him to find out what you can do to promote TAMR.

Report of the TAMR Treasury:

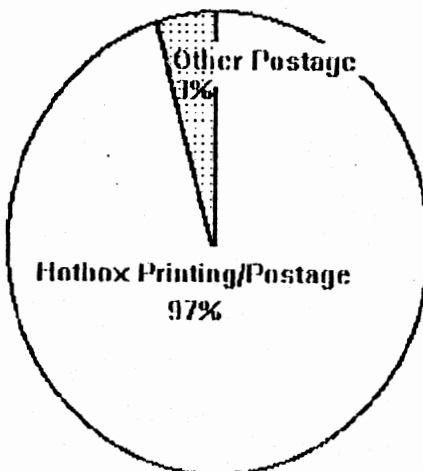
July 21 Checking Balance: (+) 330.46
Income July 21-December 31 (+) 687.00
Expenses July 21-December 31 (-) 396.91
Total Funds Available-
December 31, 1992 \$620.55

Analysis of Income:



Membership Dues: \$687.00 100%

Analysis of Expenses:



Hotbox Printing/Postage: \$385.34 97%
Other Postage: \$ 11.57 3%

I, as TAMR Treasurer, assure that these figures are true and correct.

Date: 1-25-92 *Brad Beaubien*
Brad Beaubien

Report of the TAMR Auditor:

The financial situation of the TAMR as audited by Eric Boone:

Total Income:	\$1018.76
(previous balance included)	
*Hotbox Expenses:	-\$ 383.53
Non-Hotbox postage:	-\$ 11.57
Balance:	\$ 623.66

*Please note an extra \$3.11 is not added to this column since a check had not been cashed as of December 23, 1992. [This would make the balance \$620.55, matching the Treasurer's Report---Ed.]

Eric Boone

It has come to my attention that a TAMR Associate member, Harry Loew, passed away on June 14, 1992. He was one of our most avid readers and will be missed by all.

The "All Aboard In '92" contest winner was the a model railroad club in Wisconsin that brought in nine members. The specific name is not available at this time. The second place winner was Mike Yan of Edmonton, Canada. First place was the choice of any model locomotive, second was one year subscription to a model or railroad magazine. Congratulations to our winners!

Eric Boone tells us the NMRA's Youth Programs position is open. A TAMR member should take up this position.